

COMMISSION CONFERENCE**NOVEMBER 5, 2002**

Agenda Item		Page
I-A	Temporary Speed Humps - N.W. 7 Avenue in South Middle River Neighborhood	1
I-B	Fort Lauderdale/Hollywood International Airport - South Runway	9
I-C	Broward County Land Preservation Program	12
I-D	South Side School/Hardy Park	12
I-E	Fort Lauderdale Aquatic Center Project	16
II-A	Department of Housing and Urban Development (HUD) Ruling on Conflict of Interest Issue with Milton Jones Development Corporation (MJDC) re: Northwest Commercial Redevelopment Project	18
II-B	Annual Citizen Satisfaction Surveys	18
II-C	Urban Land Institute (ULI) Panel Advisory Study of the Central Beach	18
II-D	Peele-Dixie Wellfield Site	18
III-B	Advisory Board Vacancies	19
IV	City Commission Reports:	20
	FPL Citizens Advisory Committee	20
	Walk-As-One Event	20
	Parking for Redevelopment/Re-Use of Buildings	20
	Downtown Master Plan Funding	20
	Holiday Decorations	21
	Martin Luther King Committee	21
	African-American Research Library	21
	ABC Primetime News	21
	International Boat Show	21
	Blues Festival	22
	New York City - Bond Ratings	22
	Shuttle Buses	22
	City Park Garage	22
V	City Manager Reports	22

Present: Mayor Naugle
Commissioners Hutchinson, Katz, Moore, and Smith

Also Present: Assistant City Manager, City Attorney, and City Clerk

I-A – Temporary Speed Humps - N.W. 7 Avenue in South Middle River Neighborhood

Peter Partington, Traffic Engineer, stated that further discussions had been held with the South Middle River Civic Association and as an alternative to the closure, the Association suggested installing speed humps on the entire length of 7 Avenue to Sunrise Boulevard. He explained there was a very high traffic volume on the south end. Mr. Partington proceeded to show on the map the area being discussed. He continued stating that staff was recommending the length of 7 Avenue from 13th to 19th. He explained that traffic volumes were approximately 3500 vehicles per day, and they were suggesting installing approximately 7 speed humps to restrain traffic.

Mr. Partington continued stating that one of the suggestions made was to use temporary speed humps which cost significantly more than permanent ones because they could be removed and installed at other locations. He explained that with signage the temporary rubber speed humps as recommended for a public street would not leave the City open to undue liability, but the cost would be \$44,000. He further explained that the cost would be less for permanent speed humps, but if removed later on the money would be wasted.

Mr. Partington stated that the neighborhood to the west, Lauderdale Manors, was concerned that anything done in South Middle River could have an effect on their neighborhood, and they were requesting that if speed humps were approved for 7 Avenue, that the Commission consider approving them for 16 Street in Lauderdale Manors.

Mayor Naugle asked if staff had any diagrams of what the temporary speed humps looked like, and continued to ask if they had ever been used before in the City.

Mr. Partington stated that one had been installed in the Las Olas area, but it had not been for a typical use, and had been used in connection with a drainage problem. Therefore, he did not feel that was a fair trial, and also stated that their experience with them was extremely limited. He proceeded to show photographs of the temporary speed humps and explained that the pattern would be decided by the City and they would be glued or bolted in segments to the road. The cost would be approximately \$5,500 each.

Commissioner Smith stated that he wanted everyone to understand how this all evolved. He explained that South Middle River had been concerned for a long time about the large volume of cut-through traffic, and were trying desperately to improve their neighborhood. Commissioner Smith explained that he had told the residents to document the volumes of traffic. After reviewing the information they had obtained, they suggested that the best solution was to close 7 Avenue on the north end. One of the major concerns in Lauderdale Manors was that a road closure would adversely affect their neighborhood. Commissioner Smith explained that he discussed with South Middle River the concerns and suggestions of Lauderdale Manors, and the two areas agreed that the street closure was too radical of a solution. Discussions were held with Peter Partington and the staff and the suggestion was made regarding the temporary speed humps. Commissioner Smith reiterated that these temporary humps could be used around the City for a number of different applications.

Commissioner Hutchinson asked about the life span on the temporary speed humps.

Mr. Partington stated that theoretically they were limitless, but they did not know for sure.

Hector Castro, City Engineer, stated that the temporary speed humps were in segments so only individual

sections could be replaced.

Commissioner Moore asked how many STOP signs were on 7 Avenue. Mr. Castro replied there was a STOP sign at 13 and 16 Streets.

Doug Blevins, President of South Middle River Civic Association, stated that there was a light at 13 and 17 Streets, and a STOP sign at 16 and 7 Avenue. Mr. Partington proceeded to explain the locations mentioned on the map.

Commissioner Moore asked what the length of the road was from the STOP sign to the traffic light. Mr. Partington replied that it was about 1,000 feet in length. Commissioner Moore asked if the volume of cars was abnormal for the type of road and its location. Mr. Partington explained that this road was characterized as a collector road and the volume was within reason. He further explained that a study had been done on the level of traffic which could affect an individual's quality of life, and that figure was approximately 2,000 vehicles per day.

Commissioner Moore asked when they did the evaluation and other communities had arrived at the concept of speed humps, and a process was given to them with qualifications, did this street qualify for the threshold for needing speed humps. Mr. Partington stated that it was one mile per hour away from the 85% speed for that length of road, and 16 Street was 34 miles per hour. According to the criteria, in order to qualify for City funding for speed humps, the 85% was supposed to be 35 miles per hour. Therefore, it did not meet the threshold. Commissioner Moore reiterated that if this street did not meet the criteria and there were other communities which met the threshold, policy and criteria for funding, why was this matter being considered. Mr. Partington stated this was being discussed because the outcome of a previous discussion was subject to further debate, and this was thought to be a less evasive measure, instead of moving forward with the road closure. Basically, this was a compromise from what had been discussed previously.

Commissioner Moore proceeded to ask Commissioner Smith if he was suggesting that this roadway get the treatment prior to the policies of the other communities who had already met the criteria. He believed that Commissioner Smith wanted this to be considered, and it would be placed in the process in line after the communities who met the threshold. Commissioner Smith stated that he was not asking for the qualified communities to be skipped over. He was told that this would come out of a different budget, such as Contingency, and therefore, the other speed humps would not be affected at all. The ones that were already approved and had funding would be placed in the same order as they were previously listed.

Commissioner Smith stated that Venice Homes was going to open on that road as well and that would add additional cars to the roadways. He believed traffic would get unbearable and the area would not be an appropriate place to live.

Commissioner Moore asked Lauderdale Manors if their position had changed regarding the priority of speed humps for their community.

Marsha Goldsby, Lauderdale Manors, stated that their position had not changed regarding the priority of speed humps for their neighborhood. She further stated that the only reason their community asked for the speed humps for 16 Street was because they were aware of the request of South Middle River for speed humps for 7 Avenue, and they believed that would take them out of the process. She further explained that because of the diverted traffic that could possibly happen, they had to request speed humps on 16 Street to eliminate that possibility.

Commissioner Moore asked staff how the study had been conducted. Mayor Naugle stated that he believed they had been done in the normal way.

Mr. Partington stated that there were two different types of studies done in that area. One was based on

traffic volume in a 24-hour period, and the other was a speed study that had been done specifically for 7 Avenue. He explained that due to a request by Lauderdale Manors, there had been studies done on several roads in that area as well, but those had been scheduled before this matter arose.

Commissioner Moore asked if there was any discussion in either of the communities regarding the impact of the connector for 7 Avenue and 9 Avenue, and what the traffic volumes would be. Mr. Castro stated that they expected the volume of traffic to decline on 7 Avenue once the connection was made. Because of the intersection of Powerline Road and Sunrise Boulevard, the traffic backed up and those cars heading north on 7 Avenue tended to go straight across Sunrise Boulevard onto 7 Avenue.

Commissioner Moore stated that he was pleased they had changed their minds about the road closure. He further stated that he was concerned that a policy and procedure had been set up where communities had to meet a threshold for the speed humps, and now a proposal was being presented which would go around that process and put another community ahead of another in regard to appropriating funds.

Mr. Blevins stated that they were willing to work with the Lauderdale Manors neighborhood, and understand all the concerns and did not want to be rushed into making a decision which could adversely affect both communities. He explained that they were looking for a way to address the traffic calming needs for the neighborhood.

Mr. Blevins explained that Lauderdale Manors would benefit because it was a newer neighborhood and was not a grid system. He further stated that they also had beautiful sidewalks and very long swales, but South Middle River had no sidewalks. He also stated that speed bumps had been allocated and paid for which met the criteria, but because Engineering's manpower, or the number of projects in the works, this was not slated for at least another nine months on the schedule. Mr. Blevins proceeded to show on the map an area which had over 7,000 cars a day, and due to Venice Homes opening another 995 cars were projected to be on the roadway. He explained that their Association wanted an alternative plan to dissuade people from traveling down 7 Avenue. One suggestion would be that vehicles travel on 16 Street or 13 Street which was presently underutilized, and readdress the use of Powerline with the timing of the lights.

Jack Glazer, Member of the Tennis Club of Fort Lauderdale, stated that where 19 Street and 7 Avenue met was where the school buses picked up and dropped off the children and there were no sidewalks at that location. Mr. Blevins reiterated that safety should be an issue in placing speed humps in this area.

Commissioner Moore stated the discussions being held were not about sidewalks but speed humps, and possibly this issue would have more merit if concern was about the safety of individuals and sidewalks. He stated that it appeared they were justifying the validity of speed humps in connection with the need for sidewalks.

Mayor Naugle remarked that there was a CIP Program for sidewalks.

Commissioner Moore stated that he had walked in that area when in high school, and he did not ever remember hearing about any person being injured.

Commissioner Smith reiterated that two years ago he and Commissioner Moore had agreed this road was in need of sidewalks, and they had asked the Administration to find a way to put in sidewalks. Commissioner Moore confirmed. Commissioner Smith stated that staff could not find a way to put in the sidewalks, and therefore, there were no sidewalks as of this date and the road was still unsafe. Today, temporary humps were being suggested which would slow down traffic and make it a little safer. Commissioner Smith reiterated that this was about one big item and how to give the community some relief on that road.

Ms. Goldsby stated that some numbers had been thrown out and some facts mentioned which deserved

a response. She stated that many of the residents wanted to attend today's meeting, but due to work and voting many were unable to attend. She stated that she had requested of Stan Edwards a clarification of how cars were counted in a traffic study. Mr. Edwards informed her that cars were counted in sections. She felt the numbers were incorrect due to the fact that some cars might have been counted more than once.

Mr. Castro stated that traffic counts were done in sections along the road, and if a car traveled the full length of 7 Avenue, it could trigger all three counts, but the car was actually only counted one time.

Ms. Goldsby referred to an e-mail which had been sent to Stan Edwards on September 5, 2002, which had been answered on September 14, 2002.

"It appears that traffic was counted in sections on N.W. 7 Avenue and would it be fair to conclude that a car that was traveling the full length of 7 Avenue between 11 Street and 19 Street, north or southbound, could be counted four different times?"

The response was as follows:

"Yes, but that would not be an issue."

Commissioner Smith explained that what they were saying was it would be counted four different times, but it would not be added cumulatively.

Ms. Goldsby stated that the counts done in Lauderdale Manors pertained to fairness and how they could be impacted negatively. She stated that 19 Street had a count of 23,000 vehicles per day, and N.W. 15 Avenue from 19 Street to 18 Court, vehicles totaled 10,000 per day. She asked that the City acknowledge their problem and not disallow the process. She explained that a resident at last night's meeting from Commissioner Smith's district brought up the same point, why sidewalks were not the issue. She realized that both neighborhoods had this problem, but the possible impact needed to be recognized.

Ted Galuski, Treasurer of South Middle River, proceeded to explain on the map that coming off Sunrise on 7 Avenue, there were 7,700 cars and this was only a portion of the street. He further stated that the 7 Avenue and 9 Avenue connector was scheduled for five years from now, but it was his understanding that priorities shifted and it could be further down the road before this project was done.

Commissioner Moore asked how many homes and apartments were located in that area because those trips could be destination trips. Mr. Galuski stated that there were approximately 2,100 homes and 600 condominium units in South Middle River. Mr. Partington explained that each unit generated between 8-10 trips per day. A trip being defined as getting in one's car and driving to a store or work, and returning was the second trip. He further explained that if there were 3,000 residential units in an area, that area was generating over 30,000 trips per day.

Vivian Dempsey stated that she owned property on 19 Street and her tenants could not get out on the two-lane road in the morning and even had trouble in the evening. She reiterated that traffic was backed up to 7 Avenue and the area was horrible.

Jay Herring, Secretary of South Middle River, stated that they were not asking for special treatment, but were asking for the City to help them reach standards that have long been unrecognized. He stated that 33311 was the poorest zip code in the City and they needed help.

Reed Morgan, Tarpon River, stated that as a non-observer to the process, it appeared that 7 Avenue was the dividing line between the two districts. Commissioners Smith, Moore and Hutchinson all stated that 9 Avenue was the dividing line.

Bernie Porschion, resident of Imperial Point, stated they had a similar problem on 22 Avenue for the last 2 ½ years. Studies were done and recommendations were made, and they did not want to play second fiddle in having this issue addressed, especially since a children's park was located in the area.

Sam Screnchi stated that he lived off of 22 Avenue and it had been an ongoing concern about the children's park, and the whole community and surrounding areas regarding the traffic problems. He explained that this roadway was used as a commuter road between the hospital and Cypress Creek Road. He stated they had done their homework regarding the speed humps and Commissioner Katz had been working with them on this issue for over two years. He reiterated that their problem had been ongoing for some time and urged the Commission for their help in resolving the issues.

Sean Tavenier stated that he traveled 7 Avenue every day and reiterated the traffic problems for the area. He felt the traffic studies did not explain where the 7,000 vehicles actually went. He felt if police ran radar through the area, the average speed would be over 34 miles per hour which would qualify them for the speed humps.

Joe Dike stated that he lived at 18 Street and 7 Avenue and statements had been made regarding the north/south traffic problems, but he believed that the cars traveling east/west working their way through to 9 Avenue were also contributors to the problem. He believed they needed to address the issue of how the traffic could be funneled along 13 Street to 9 Avenue to 19 Street.

Louis Sneagly stated that if anyone wanted to see a drag strip to come to his home which was located at 250 N.W. 17 Street.

Commissioner Hutchinson stated that the process was changed when the Commission decided to place speed humps on 9 Avenue which was prior to her election. She reiterated that it did not meet the criteria, but a de facto speed limit was created. She continued to state that the process changed regularly as to how speed humps were placed on roadways. She stated that her only concern was the temporary issue due to the price. Her other concern was that it would deplete half of the speed hump budget, and would it deplete from the other communities that were in line.

Mr. Partington stated that the issue was actually how fast can they build speed humps which meet the criteria that the Commission had approved and which had available funding. In theory, he explained that this would take half of the current funding available for the roads which were under consideration, but since they were at the brink of a new CIP year additional funds could be available.

Commissioner Hutchinson asked how many communities were in line prior to these two roads. Mr. Partington replied there were nine roads which met the criteria and one road had already been approved by the Commission. The remaining roads had to come before the Commission for approval. Commissioner Hutchinson asked which ones had been approved. Mr. Partington stated that the next one on the list was Middle River Drive, along with 22 Avenue. He explained that the amount of work involved in installing temporary speed humps was less than what was involved with asphalt speed humps. Commissioner Hutchinson remarked that it was not fair to take money from the people who had already been in line previously. She explained that this was her only issue with this matter.

Commissioner Smith asked why the speed humps were not being installed on Middle River Drive. Mr. Partington replied they had not yet gotten around to doing that project. He further stated that spending time on these would have an impact on other speed hump installations. Commissioner Smith asked when this installation could be done.

Mr. Castro remarked that installing speed humps was a little more problematic than it appeared. He explained the speed humps were a permanent installation on the road which caused noise and pollution.

Initially, he explained they laid it out to where it seemed to logically fit, and then they contacted the

adjoining property owners to get their concurrence.

Commissioner Smith stated that Mr. Castro had told him that they would not be taking speed humps away from Imperial Point because they could not get to the work with their present contractor at this time. Mr. Castro explained that this was actually fill-in work for the contractor so he did not work very fast.

Mayor Naugle stated that they needed a list with the nine streets which had been approved for speed humps and how much money they would cost, along with what monies were available so they could determine if anyone was going to be displaced.

Mr. Partington stated there were nine roads which met the criteria, one of which was formally approved. He stated the total cost for doing the nine roads would be \$150,000 and there was about \$130,000 funding available. He further explained that the two temporary installations would cost half of the \$130,000. Mr. Partington stated that it would cost \$44,000 for South Middle River, and \$28,000 for Lauderdale Manors.

Commissioner Katz stated that her district had similar problems and had been waiting in line for quite some time. She explained that she felt there needed to be a holistic approach since more than one road was involved. Secondly, she stated that if monies were taken from General Contingencies, she was concerned that there were other communities who had the same problems and they also would want some of the money for their areas. She believed there was a process in place, and it should be followed.

Commissioner Smith stated that they had been more flexible in the past. Commissioner Katz reiterated that two issues were involved. One was that it did not meet the threshold for speed, and the other issue was the volume of traffic. She believed these other communities had to get in line like everyone else, and in the meantime see what the City could do to help in the situation. She did not believe the areas should jump ahead in line.

Mayor Naugle reiterated that this street did not meet the criteria, and proceeded to ask if they could count Venice Homes. He stated that he was comfortable in saying that they could assume the problem would only get worse due to the new housing project, but he felt it would be unfair to the other nine communities in line. He continued stating that this segment did not meet the criteria and should be put in line with Lauderdale Manors.

Commissioner Katz stated they did not know for sure how Venice Homes would impact the traffic situation. Commissioner Smith explained that they had tried to be creative and did not want to come forward with the road closure. He stated that the area in question was not like Imperial Point, and they needed help. Commissioner Smith stated they needed to band together as a community and help the few "trashy" areas that were left. He explained that the area in question was such a neighborhood. He stated that it was not planned properly, it was ignored, there were no sidewalks, and the roads were not laid out well, and yet they were talking about the neighborhood as if it was another Rio Vista. Commissioner Smith suggested that he might re-agenda the street closure. He asked the Commissioners to reconsider giving 33311 some type of temporary help.

Mayor Naugle stated that the process should be accelerated for installing the speed humps where the criteria had been met, and to obtain a contractor who would be responsive.

Commissioner Moore stated that he appreciated Commissioner Smith's compassion, but he felt this was not a district issue. He reiterated that he had told his constituents that a policy was in place and it had to be followed, and they had to play by the rules. He further stated that the street closures were wrong and unnecessary, and this particular procedure could possibly be a method of getting rid of the concern, but the community had to wait its turn.

Commissioner Hutchinson clarified that they were asking for \$44,000 because the ones for Lauderdale

Manors would not happen until after October, 2003. Mr. Castro confirmed and stated that was due to the sewer project. Commissioner Hutchinson asked if this community had appeared before the Commission for final approval. Mr. Porschin replied they were scheduled for the November 19th Commission meeting.

Mr. Partington stated that one community had come before the Commission for approval, except for the two Lauderdale Manor road which had appeared before the Commission, but were told this project would not be scheduled until after the sewer project. Commissioner Hutchinson asked if the two roads included 16 Street. Mr. Partington replied it was not included.

Commissioner Moore stated that the reason many items had not come before the Commission was due to the fact that they had no one in Transportation for almost a year.

Mayor Naugle stated that if there were nine segments which had met the criteria and were waiting for approval, possibly the City could accelerate the process and the contractor would be more responsive in doing the project all at one time.

Commissioner Katz stated that the total project would still cost \$150,000. Commissioner Smith reiterated that they were not purchasing speed humps, but a temporary product that might help the situation. He continued stating that this was an experiment for a worthy neighborhood.

Mayor Naugle asked what the life span was for the speed humps. Mr. Partington replied approximately 10 years. Mayor Naugle asked if the process was accelerated could a bulk of them be done at one time and speed up the installation. Mr. Castro explained that a large part of profit for contractors was immobilization. If he obtained one job at a time, he got immobilization and a hump. Mayor Naugle stated that if necessary, they would get a new contractor.

Bud Bentley, Assistant City Manager, asked Mr. Castro if the job was rebid, would they get an interest in the marketplace just for the speed hump installation. He further explained if they grouped the nine communities together which were being discussed, they could put that on the street.

Mr. Partington stated that when they bid the speed hump contract previously, they attempted to do it in two parts, and that did not work. He further explained they had attempted to get two contractors for the speed humps, but there was a lack of interest.

Mayor Naugle reiterated that the segment being discussed did not meet the City's criteria. Therefore, he asked if there was a consensus of the Commission that by counting Venice Homes, they would meet the criteria so the project could move forward.

Commissioner Katz stated they needed to wait for Venice Homes to be completed. Commissioner Smith stated that he wanted to take a voice vote on whether money should be taken out of Contingency to alleviate the problem on a temporary basis. He further stated that he voted yes on that matter.

Commissioner Hutchinson agreed for money to be taken out of the Contingency, but not out of the CIP. Commissioner Katz stated that she was not comfortable with the money coming from Contingency.

Ms. Goldsby stated that staff needed to speak up and make the Commission aware of all the streets they had been asked to analyze through Broward County. She explained that the nine streets being discussed had met the criteria, but there were other communities who had asked for streets to be analyzed.

Mayor Naugle asked how many other streets were there to be analyzed. Mr. Partington stated that there were a lot, but in the studies about one street in ten met the criteria.

Commissioner Smith asked about the accelerated CIP which was to be discussed later, and how much

money was being borrowed. He asked if some money could be carved-out of those funds as an

experiment for temporary speed humps.

Mr. Kisela stated that at the Commission meeting on November 19, 2002, they would be discussing the 5-year CIP and next year's CIP, and they would try and identify if funding would be available.

Mayor Naugle asked the Commission if they were willing to say that even though this street did not meet the criteria an exception could be made because of the Venice Homes project. Commissioner Moore stated that he was willing to do that once the study was completed.

Mayor Naugle stated that he was comfortable doing that, and Commissioners Hutchinson and Smith agreed.

Commissioner Katz asked the Commission if they shouldn't wait and do a study and see if that project would have an impact.

Mayor Naugle stated that he wanted to make this street No. 10 on the list and he felt the process could be accelerated. He explained that he was not comfortable in putting this ahead of other neighborhoods. He continued stating that he was not in favor of the temporary humps because he felt they would be more expensive in the long run.

Commissioner Moore stated that they met 18 months ago with Mr. Partington in Bass Park, 17 months ago in Dillard Park, and 16 months ago in Dorsey Riverbend, and all those neighborhoods asked for certain streets to be analyzed. He asked if any of those had been done. Mr. Partington stated that in order to give a more definitive answer he would have to research the matter, but all roads in Lauderdale Manors met the criteria, but were not being done because of the sewer project. He further stated that one street in the vicinity of Bass Park met the criteria and was included on the list. Commissioner Moore asked that during those meetings they stood side-by-side explaining the criteria, the number of trips, speeds, and the volume of cars. Mr. Partington confirmed. Commissioner Moore clarified that they had told those communities that the only way to obtain funding from the City was if all the criteria were met. Mr. Partington confirmed.

Commissioner Smith stated that Phase II of 13 Street was on the books for CDBG funding.

Commissioner Moore stated if an exception was going to be made, how much money would be needed by the neighborhoods for their traffic calming. He believed that since they were going to "buck the process," they should put all the streets on the table and proceed. Mr. Partington reiterated that for every ten streets studied, about one met the criteria. He explained that it would cost about \$1.5 Million. Commissioner Moore felt they should not allow the community to see that they were being told one thing, but the Commission was going to proceed and do another thing. He felt this was not the right way to do things.

Commissioner Smith stated that last year that neighborhood received monies for Phase II of their 13 Street project. He reminded Commissioner Moore that he had stated that N.W. 19 Street did not have any improvements and were behind in line, and he wanted to jump ahead. Commissioner Smith stated that he had agreed with Commissioner Moore and felt they needed to be flexible and he was willing to put his neighborhood behind on the list. Now, Commissioner Smith reiterated that he was asking for the same consideration from Commissioner Moore. Commissioner Moore replied that it was different simply because it was Community Development Block Grant dollars, and when you reviewed the neighborhood's needs, there were tremendous needs in the 19 Street area, compared to the 13 Street area. He stated that was the appropriate thing to do, but in this case it was not appropriate because the street did not meet the traffic, the speed, or all the other policies which were involved.

Commissioner Katz suggested that as a compromise they wait three months, do the traffic study, and

Commission Conference
then if there was a problem, do the speed humps.

11/05/02 - 9

Commissioner Smith suggested that they list the street as No. 10, but do what Commissioner Katz suggested because No. 10 on the list was way down the road.

Mayor Naugle stated there was another point which the Commission needed to address and that was the other ten streets. If the neighborhood was interested in accelerating their project, they could obtain letters of acceptance from the adjoining property owners. Mr. Partington stated that the best example of acceleration was where the neighborhoods found their own contractor, and because it was paid for by the residents, the criteria did not apply.

Mayor Naugle stated that his question was not being addressed. He reiterated that staff had stated that once the locations of the speed humps were identified, they needed to obtain letters from the property owners stating they had no objections to the noise emanating from the speed humps. Mr. Partington replied that they would have to review all the facts to see if that would accelerate the process, but stated that it would probably help.

Mr. Kisela stated that could be one process. He reiterated that there were the speed counts, studies, surveys, placements, and then the contractor issue. He explained there were five current Project Engineer vacancies and offers were being made. He did not feel this was a single issue.

Commissioner Hutchinson left the meeting at approximately 2:56 p.m. and returned at 2:57 p.m.

Mr. Kisela reiterated that the streets would not be addressed in Lauderdale Manors until after the sewer projects. Commissioner Moore stated that Lauderdale Manors had \$250,000 for sidewalks and because of the sewer project, things were not being done and the money was held back. Now, he decided that he did not want things to operate in that fashion. He felt that if things were going to be done which would cause traffic impacts on Lauderdale Manors, then the speed humps should be done simultaneously.

Mayor Naugle suggested that they should consider buying two temporary speed humps as an experiment and place them on 16 Street in Lauderdale Manors. Commissioner Moore reiterated that his concern was the other neighborhoods that had been told to follow a specific process, such as Lake Aire, Dillard Homes, Dorsey Riverbend, when asking for speed humps. He asked what would happen to the areas who were waiting on staff to do the studies to see if it was appropriate to have speed humps in their neighborhoods. Commissioner Smith reiterated that sometimes compromises were necessary.

Commissioner Smith asked Ms. Goldsby if they wanted some temporary speed humps installed in the interim to help with their traffic problem. Ms. Goldsby confirmed. Commissioner Smith continued to ask Ms. Goldsby if she was in favor of placing the street discussed as No. 10 on the waiting list. Ms. Goldsby replied no. Commissioner Smith withdrew his offer of temporary speed humps for her neighborhood.

ACTION: None.

Commissioner Moore left the meeting at approximately 3:02 p.m.

A short recess was taken at approximately 3:03 p.m.

Commission reconvened at approximately 3:12 p.m.

I-B – Fort Lauderdale/Hollywood International Airport - South Runway Expansion

Bud Bentley, Assistant City Manager, stated that Randy Dunlap had been active in the Southwest community and had been attending all the Airport meetings in regard to the runway expansion issue, and would present a brief report to the Commission. Mr. Bentley continued stating that Commissioner

Commissioner Hutchinson reported that both she and Mr. Dunlap were on the Airport Task Force.

Mr. Dunlap proceeded to show a map of the Fort Lauderdale/Hollywood International Airport. He stated that Commissioner Hutchinson had approached the Commission about hiring a consultant to oversee the review of the Environmental Impact Statement as it related to the development of the Airport and the south runway. He further stated that he did not have faith in the County looking after the City's best interests in the process.

Mr. Dunlap proceeded to state that the Mayor of Hollywood had continually complained that the Single Event Noise Contour had not been prepared and the information would show that the impact on the City of Hollywood would be significant, and therefore, the development of the runway should not continue even though they had previously agreed to the project, along with Dania and Fort Lauderdale. He proceeded to explain briefly the difference between the SENC and the contours he was showing the Commission. Mr. Dunlap stated that the SENC for the north side of the runway were specifically excluded from the meetings.

Mr. Dunlap further stated that he was aware that nowadays there were budget constraints for most cities, but that Melrose Park and Riverland were revenue positive to the City. He stated that commitments were made at the time of annexation and support was pledged, therefore, now they were asking for help. The issue of counting on the County was past, and Commissioner John Rodstrom had voted not to include them in the study. He stated that he wanted to make sure that the review process included a Noise Contour Study for this City.

Commissioner Hutchinson stated that another issue was the Clean Air Partnership who was reviewing the EIS for the County, and if they came back with the recommendation for a shorter runway on the south side, the City would be "left out to dry." She reiterated they needed someone to look out for their best interests. She realized that the City probably had staff who could do this, but at the present time they were overloaded and overtaxed.

Mayor Naugle asked if a recommendation was made regarding the amount to be spent for such a consultant. Commissioner Hutchinson stated she was not aware of how much it would cost. She continued stating that the City had signed a Development Order and an Interlocal Agreement, and if that runway came in shorter, they would have to appear in Court.

Commissioner Katz asked if this Commission was aware of the positions of the other County Commissioners regarding this matter. Commissioner Hutchinson replied they thought they did eleven years ago when they all supported the expansion of the south runway and signed the agreement.

Mr. Dunlap stated they could estimate on their positions. He further stated that Commissioner Suzanne Gunzburger expressed opposition, but they really did not know definitely where the Commissioners stood regarding this matter.

The City Attorney stated that it was somewhat fortuitous that this came up today because it was only this morning that they found someone who could do the work. He explained that he had talked to ESA, a consulting firm, who had done all four parallel runways for Orlando. They could not do the work because of time constraints and potential conflicts. He stated that he then went to URS who was the largest consulting firm on any subject in the world who did a lot of airport work. They reviewed the documents and could not do the work for the same reasons. The City Attorney stated that he was then referred to Montgomery Consulting who also was unable to do the work. He talked to Camp, Dresser, McKee and they indicated they could not do the work, and referred him to Crawford, Murphy & Tilly in Springfield, Illinois who did work for O'Hare Airport. The Vice President phoned him and stated they could do the work for the City and would work on a scope of services.

The City Attorney asked for the Commission to waive competitive bidding requirements, and authorize the City Manager to enter into a contract with Crawford, Murphy & Tilly to do a review of the EIS which would be twofold: methodology and completeness.

Commissioner Hutchinson asked how much the consultant would cost. The City Attorney stated that he estimated after talking to the firm between \$40,000 and \$50,000. Therefore, he was asking the Commission to limit the amount to \$50,000. The City Attorney explained they would enter into a contract and bring it to the Commission on November 19th for ratification.

Mayor Naugle stated that since this would dramatically affect the future of the Executive Airport, they could consider that as a funding source.

Bill Crouch, Manager of Executive Airport, stated that they would meet with the City Manager's office and decide if there was a proportionate share that Executive Airport would be affected by the entire airport system and make a contribution.

Mr. Dunlap stated that in the last twelve months the average daily number of general aviation flights, which did not include commercial airliners or freight flights, was 209 per day.

Mayor Naugle stated that they were discussing an equal length runway, but the pilots decided which runway to use and preferred the longer runways.

Mr. Crouch stated that the discussion of the additional flights per day was a matter of conversation with the County Commission, and he was not sure if they could discriminate against general aviation. Research would have to be done, and he was not sure if it was a simple matter of dividing the flights among the surrounding airports. He reiterated that whatever happened at Fort Lauderdale International Airport would have an effect on Executive Airport.

Mr. Dunlap stated that the Clean Airport Partnership stated that if they went to the solution which had been proposed for 8,000 feet, the difference in wetlands which would have to be mitigated on the east and would be the difference between 22 and 24 acres. He further stated that 99% of the traffic was presently on the north runway.

Commissioner Smith reiterated that it was important to get this consultant on board immediately.

Commissioner Moore asked what percentage of money would be used from the Airport funds. Mr. Crouch stated that this had not yet been researched, and they would have to meet with the City Manager. Commissioner Moore asked if 100% could come from the Airport. Mr. Crouch stated that would not happen and would create problems with the FAA.

Commissioner Moore asked if this was done as a single source and a cap of \$50,000 was placed on this, what would happen when the test was completed. The City Attorney explained that they would be asking the consultant not to do any testing, but only review the tests and reports already in existence for completeness and methodology of approach to the report itself. He further stated that they anticipated the consultant would prepare a report which would state that the EIS was complete and that the methodology was acceptable.

Commissioner Moore asked if the City Attorney felt the EIS reports which had been done were correct. The City Attorney confirmed. He explained the EIS reports were in draft form and were done according to Federal standards. Public hearings were held and the report was given to the FAA, and it was in the final draft form at this time. Governmental entities could still provide input. Mr. Crouch remarked that the final EIS report was due out in January or February.

Commissioner Moore clarified that the Commission wanted to verify that the EIS report was correct or that it was complete. Commissioner Hutchinson stated that the consultant needed to keep an eye on the Clean Air Partnership because the Commissioners were looking at it on behalf of the County, and if it comes back with something different other than the EIS which did not protect the City, they needed someone to protect the City and look out for its interests.

The City Attorney agreed and stated that at the hearing the Clean Air Partnership made a comment about a middle ground of extending the runway to a lesser degree, which could lessen the impact on John U. Lloyd Park. From the City's standpoint, this did not help them at all because it would not allow them to close the cross runway which was the purpose of the exercise. This would have given them two parallel runways that could be used at the same time.

Commissioner Moore stated that if 70 additional flights were rerouted to Executive Airport, there would be a great problem as there had been years ago when the vast noise studies were taking place when he and Mayor Naugle had been on the Commission. Everyone agreed.

Joan Sheridan, Lauderdale Isles, stated she had documented files since the mid-'60's about their community's concerns regarding the Airport, and she felt it would be consistent with the City's representation made to their community during annexation, that the City hire an expert to help, not only the community but all the surrounding communities, to minimize negative impacts to the residents. She requested that the Commission consider this matter today.

Elizabeth Hayes, River Run Civic Association, stated that her neighborhood appeared to be impacted more than Riverland, and she hoped the EIS had addressed the issue.

Commissioner Smith stated that Randy Dunlap needed to be thanked for all his hard work.

Action: Walk-on tonight at regular meeting.

I-C – Broward County Land Preservation Program and
I-D – South Side School/Hardy Park Property

Mayor Naugle asked if there was any objection to writing the necessary letters for support of this project.

Commissioner Katz stated that she had a problem with the new museum.

Commissioner Smith stated that he believed a different strategy was needed. He suggested connecting Items I-C and I-D for discussion purposes. He further stated that the museum would not meet the straight-face test. It was an open space program and he believed the advisory board he was part of would not consider this as open space, since it was actually a renovation of a historic structure. This was a good thing to do, but it should not be done out of Land Preservation Open Space funds.

Commissioner Hutchinson stated that she thought they were always going to be a part of the South Side School facility. She remarked that Christopher Eck had sent a letter stating that they wanted to be part of the facility when it was rehabilitated. She also stated that she did not know if this would qualify for open space money, but it concerned her.

Christopher Ryan stated that originally South Side School was their first choice for the Historical Commission Museum and Archives, but when things changed due to the Federal Courthouse, they had to search for an alternate site. This was when the Doyle property came into consideration as an appropriate site.

Commissioner Hutchinson reiterated that the Federal Courthouse was no longer considering the South

Side Hardy Park site, and a new site had been approved for 300 N. W. 1 Avenue. She further stated that the Commission had not yet decided what would happen with the renovation of South Side School, and who would be located on the site. She also stated that Tarpon River wanted a community room at the site, but none of the renovations had been discussed.

Commissioner Smith reiterated that this was a perfect opportunity to get them in the South Side School and obtain State grant money for renovations.

Mayor Naugle suggested tying in the Broward County Historical Commission to the South Side application, which could help in obtaining County approval and getting the School Board to lower their selling price for the property.

Commissioner Hutchinson stated she thought they were always looking at that site for relocation. Commissioner Moore stated not for the land preservation, but just for their support to help the South Side. Commissioner Hutchinson agreed.

Mayor Naugle believed all categories of funding should be considered.

Commissioner Smith reiterated that they had the maximum of \$2 Million appropriated for the South Side site, but there was no money available for renovations of the building. He stated there was a Historic Renovation Grant at the State level which could be applied for, and he felt since the Commission was relocating to the site that would help on the application.

Commissioner Moore stated that if the Historical Commission relocated to that site, then it would eliminate consideration for any other groups to occupy the building. Commissioner Hutchinson disagreed. Commissioner Katz explained it would just give them the opportunity to obtain additional funding. Commissioner Hutchinson stated the Historical Commission might only be one of several occupants of the building, and she proceeded to ask if they needed the whole building.

Christopher Eck, Historical Commission, stated that originally they had intended to apply for the bond grant for the South Side School site, but the City's Parks and Recreation Department beat them to it. He explained that he had met with Mr. Burkeen several months ago, and at that time Mr. Burkeen expressed interest in the whole building for his department. Then, when the controversy with the Federal Courthouse arose, they felt they were "out of the picture." They began looking for alternate sites and spoke with Ms. Doyle regarding her property on the New River.

Mr. Eck proceeded to state that he had discussions with DPEP staff who stated if the City would link the adjacent green space to their property, this could possibly have them qualify. The whole area could then be a park. Mr. Eck stated it was their original intent to use the whole building.

Commissioner Smith asked the size of their present location. Mr. Eck replied that they were utilizing approximately 4,000 square feet, and the South Side School site was approximately 6,000 square feet. He stated that the Dawn Doyle property was around 5,300 square feet, plus an attached garage that could possibly be converted depending on Code. He explained at their current site they did not get the "foot traffic" or visibility they desired. Mr. Eck stated that the Board voted unanimously to pursue other possibilities for relocation. He explained if the Parks Bond money was not available, there were other possibilities with transportation enhancement money through the MPO. He further explained that four of the twelve categories of transportation enhancement dealt specifically with historic preservation.

Commissioner Hutchinson asked what the down side was for supporting this project. Commissioner Smith explained they would not then have the strategy to reuse the South Side School. Mayor Naugle remarked that he never heard that the City had been contemplating to take over the site. Commissioner Smith reiterated that it was a good idea for the Commission to be located on that site, and they needed to

take an aggressive approach in rebuilding and renovating the site. Commissioner Hutchinson remarked

that this would challenge the School Board.

Mayor Naugle explained that a small portion of the South Side School was actually the old historic school, and the rest of the buildings could be demolished. Commissioner Smith reiterated that they needed to be pro-active. Commissioner Katz felt they should partner together and give everyone more credibility.

Mayor Naugle stated this had been one site the Commission had asked the Historic Preservation Board to review.

Commissioner Moore stated that if Parks and Recreation was considering relocating to this site, he would like to hear the proposal and understand what was taking place. He suggested that this item be on the Commission's agenda for the November 19th meeting.

Phil Thornburg, Parks and Recreation, stated that they had in-house preliminary discussions regarding the site, but they were unaware that Mr. Eck's organization had planned on relocating to that building. Discussions were held and possibly they could work together. He further stated that their uses would be compatible.

Mayor Naugle suggested that this matter be aggressively pursued and they develop a strategy with the School Board.

Commissioner Smith stated that he had discussions with School Board Member Judie Budnick and Dr. Frank Till and were interested in this concept.

Mayor Naugle stated that since the building had been designated as historic, they had an obligation to maintain it as such.

Mr. Kisela explained they had not yet been inside the building so they had not been able to review what the costs would be for renovation. Commissioner Smith asked that a tour be arranged for the Commission. Mr. Kisela further stated that part of the purpose of I-C was to discuss their request being included as part of Phase III, and the other part was to begin discussions regarding the strategy for funding.

Commissioner Hutchinson asked the Historical Commission if they were interested in partnering with the City in regard to the South Side School site. Mr. Ryan explained it was the original site that the Historical Commission had chosen.

Mr. Kisela explained that a second appraisal was to be done on the South Side site the second week in November.

The Commission requested School Board Member Judie Budnick and Dr. Frank Till be invited to the Commission meeting on December 10, 2002. Also, the appraisals and report on the condition of the building would be supplied and a tour of the site arranged.

Commissioner Smith asked when the deadline was for the State grant application for historic preservation. Mr. Kisela believed it was the 30th.

Commissioner Hutchinson stated when they were at the Land Preservation Board Meeting, there were parcels put on the contingency list, and one of them was Riverland. She proceeded to ask if this was going to roll into Phase III. Commissioner Smith stated it had not yet been decided, but he felt that should be their policy.

Commissioner Moore suggested they progress with Riverland and that the list be reviewed.

Commissioner Smith stated that No. 1 on the list should be scheduled for the next phase, and that No. 12 should be removed, along with No. 3. Mr. Kisela asked if the priorities stayed the same. Commissioner Moore confirmed. Commissioner Katz explained that last time they attempted to take one from each district as a top priority, and she felt they should do the same thing this time.

Mr. Kisela explained that the County took the City's top four and they put them in order. Commissioner Hutchinson further explained that each Commissioner had four which they ranked in priority. Commissioner Smith suggested they each rank one. The following priorities were suggested:

Commissioner Hutchinson - No. 16
Commissioner Katz - No. 9
Commissioner Moore - No. 1
Commissioner Smith - No. 7

Commissioner Katz asked if they could add to the list, and if so, she was suggesting American Golf Course on Federal Highway. Mr. Kisela asked if that would qualify. Commissioner Smith suggested they add the two golf courses which came before the Commission previously, Plantation and Cooper City. He explained that one qualified and one did not.

Commissioner Katz stated that she had spoken with the Trust for Public Lands and they thought a match in funds was possible.

The Commission agreed to add American Golf Course as No. 17 to the list, and re-agenda this item for the December 17 or January 7 Commission meeting.

Mr. Kisela stated that the Parks and Recreation Department wanted to submit a list of sites. Mr. Thornburg replied that discussions regarding Phase III were scheduled for the beginning of the new year.

Commissioner Katz asked about the pocket and regional parks because she had heard that money was available. Commissioner Smith stated that the American Golf Course would make a good regional park. He further explained that out of the \$400 Million bond issue, \$200 Million was for parks and \$200 Million was for open space. He further stated that the City did not get anything out of the \$200 Million for regional parks because they didn't have any. He felt it was reasonable to go after anything that was left.

Commissioner Moore stated that the African-American Research Library was surrounded by adverse uses, and suggested this be added to the list even though it was out of the City's limits.

Commissioner Smith remarked that there was a separate category for unincorporated lands and they took precedent. Mayor Naugle clarified that they were discussing the property north of 6 Street and east of 27 Avenue. Commissioner Moore confirmed.

Commissioner Smith suggested that staff send the information to the County officials, and asked for an update on the purchasing of the other parcels. Mr. Kisela stated that an update on Phase II would be provided at the Commission's December 10 meeting.

Mr. Bentley clarified that Item No. 15 was to stay on the list. Mayor Naugle confirmed and stated they did not know where the mitigation would go. He explained that every time this was discussed in closed doors, Commissioners went and reported to the other side what took place, and that was part of the problem. Commissioner Smith asked if public discussions could take place without giving away legal strategy. Mayor Naugle reiterated that he felt Commissioner Smith's strategy was to damage their position every chance he could since he had never been in favor of this.

The City Attorney explained that when the public discussions were in their best interest, he would report

back as soon as possible. He further stated they were protecting their interest because the eminent domain portion was over with at least temporarily, but they did have a counter-claim which was a delay claim and a 1983 action, but nothing was yet decided, and they were presently waiting on the Judge's ruling.

Commissioner Moore left the meeting at approximately 4:10 p.m. and returned at 4:12 p.m.

Commissioner Smith stated that if they had to float the \$8 Million bond to pay attorneys, no one would be happy, and at some point they needed to decide if they wanted to move forward or not.

Meeting was recessed at 4:14 p.m. for the CRA meeting and a short recess immediately afterwards.

Meeting reconvened at 4:22 p.m.

The Executive Closed Door Session was held between 4:22 p.m. and 4:32 p.m.

City Commission Conference Meeting Reconvened at 4:32 p.m.

I-E – Fort Lauderdale Aquatic Center Project

Fernando Vasquez, Engineering, stated they were ready to proceed to the next step.

Wayne Jessup, City Architect, stated that there were two aspects of the project they wanted the Commission to understand. One was the scope of the project, and the RFQ/RFP process. He reiterated that they wanted this to be a first-class structure with comparable quality of service.

Mayor Naugle asked how many parking spaces there were presently on the site. Mr. Jessup replied there were 106 spaces. Mayor Naugle stated this proposal had approximately 300 spaces which would be located under the pool facility. He believed this could increase the cost of the project significantly, and possibly the number of spaces could be reduced. He also asked if the office spaces and restaurant were incorporated into the project, he hoped they would contribute revenue.

Commissioner Smith stated that he agreed with Mayor Naugle but a certain number of spaces were needed for the operation. He further stated that the restaurant would be built at the cost of the restauranteur.

Mr. Jessup explained they would not build the structure but would develop criteria for it, and it would be part of the overall design.

Stu Marvin explained if the element of the restaurant was introduced along with the commercial space, the Beach Patrol, and the team staff, 100 spaces would be required for those elements alone. He further stated that parking was their number one detractor from the facility. He stated that quite a few coaches complained at the Championships in August about the parking problem.

Mayor Naugle reiterated that the Boat Show had just taken place and not many people parked on site and transit was used. He suggested that employees park off site and use transit to move around.

Mr. Jessup stated that an added benefit of having the parking was security. Mayor Naugle reiterated that he just did not want the cost to increase and then go over budget. Mr. Jessup agreed and stated that consideration would be given to this issue.

Commissioner Smith explained that a strategy had been developed for the beach because the biggest complaint had been traffic. He reiterated that if they keep letting people build garages, the problem never got solved. Mayor Naugle reiterated that this was a problem in any large city.

Commissioner Smith reiterated that this needed to be a signature building for the City.

Mr. Kisela stated they were presently discussing this as a \$29 Million to \$30 Million facility and the parking component should be approximately 10%.

Mr. Jessup explained that the bottom of the pool would be on grade and 300 spaces could be provided around it. He stated that \$10,000 was a fair price for structured parking. Commissioner Smith asked if retail space could be provided instead of parking. Mr. Jessup stated that was possible.

Mayor Naugle reiterated that if the parking spaces caused them to go over budget, then he wanted something built that provided less parking.

Mr. Kisela stated that if the cost increased \$20,000 to \$30,000 then they would have to revisit the matter.

Commissioner Smith stated that there were limited funds for this project, and wanted to know how the RFP would be stretched to indicate that it would be either a complete first-class facility or a scale-down version. Mayor Naugle suggested that it could be built in phases. Mr. Jessup agreed that possibly it could be designed so that the project would be done in phases. Mayor Naugle stated that the issue was actually when and not if, especially when Bahia Mar entered the picture.

Mr. Jessup stated that he was concerned about the parking relative to the RFP and what results would be obtained. The second phase of the RFP would be a competition. Presently, they were attempting to develop the protocol for the RFP so that it would be done well enough to attract the best talent in the country to design the facility. He was concerned if the parking element was removed, they would have a facility which did not work.

It was agreed by the Commission that the facility should be designed to have 300 parking spaces, but less could be considered in order to reduce cost.

Commissioner Katz asked for clarification regarding the assembly room. Mr. Marvin explained it would be multi-functional and could be used for meetings and a possible source of revenue depending on design. The revenue at this time from the existing assembly room did not go to the City. Commissioner Smith asked if that was part of the facility's lease. Mr. Marvin confirmed.

Chuck Adams, Economic Redevelopment Manager, stated that in terms of the existing program, this was the element they recommended keeping because it kept the public returning to the facility for other events.

Commissioner Katz stated that she wanted to make sure the facility was going to work financially. She continued stating that the water playground appeared to be a good idea, but she did not want to spend money for extra amenities when they were still trying to get the money for the basic project. Mr. Jessup commented that the playground could be part of the phasing program. Commissioner Smith asked if the playground could be revenue producing. Mr. Marvin confirmed. He explained that Sarasota had a great footprint for such a facility.

Mayor Naugle stated that in the pro forma they could have an estimated revenue based on such facilities. Mr. Marvin stated that the perception had been that the pools were not for the general public, and introducing such an element would invite the average person into the facility. Commissioner Smith

Commission Conference
reiterated that the design needed to be open to make it inviting to the public.

11/05/02 - 18

Commissioner Moore stated he felt it was a necessity to have the parking available. He continued stating that his concern was about the privatized concept which currently existed at the facility, and he wanted the public to feel free to use it. In looking at the increment, he felt it should still create a tax base.

Mayor Naugle wanted confirmation that the restaurant and office space properties would be on the tax rolls. Mr. Adams agreed.

II-A – Department of Housing and Urban Development (HUD) Ruling on Conflict of Interest Issue with Milton Jones Development Corporation (MJDC) re: Northwest Commercial Redevelopment Project

Sean Jones, Milton Jones Development Corporation, thanked the Commission for staying the course and congratulated everyone. He explained that negotiations would be taking place regarding the agreement.

Action: None.

II-B – Annual Citizen Satisfaction Surveys

Commissioner Smith stated that he had a problem eliminating question 3.1b and the other Commissioners agreed. It was decided to leave that question in.

Commissioner Katz suggested that in question 4.1a they change the language to ask if public transportation would be used. She felt that public transportation was not being addressed. Commissioner Moore remarked that public transportation was not provided, and therefore, he did not know why they were including it, and felt it was very misleading.

Commissioner Katz stated that question 4.4 was not clear, and should be more specific. Commissioner Hutchinson suggested the following wording: "How satisfied are you with high-rise development occurring in Fort Lauderdale," and delete the word "level."

Mayor Naugle suggested that the words downtown, beach and neighborhood be incorporated into the language. Commissioner Katz reiterated that they had to be more specific.

Commissioner Moore stated that question 4.3 was worthy of further discussion. He felt they needed to start looking at the possibility of charter schools, but reminded everyone they were not in that business. He felt the question should be rephrased to read: "Are you satisfied with the Broward County School Board's quality of education?" Commissioner Hutchinson suggested omitting the words "Fort Lauderdale."

Action: Leave in question 3.1b, revise language for questions 4.1a, 4.4, and 4.3. Add language asking about the citizens' satisfaction with private schools.

II-C – Urban Land Institute (ULI) Panel Advisory Study of the Central Beach

Mayor Naugle stated that everyone should participate.

Commissioner Smith asked to make a welcoming statement, along with the Mayor.

Action: As discussed.

II-D – Peele-Dixie Wellfield Site

Mayor Naugle stated that he did not feel the City was getting reimbursed for all their expense.

Mr. Kisela stated that the City was out approximately \$1.3 Million, and the Federal government spent \$4 Million or \$5 Million. He explained that their thought process was that since they were out \$5 Million, the ratio should be 75/25, but his argument was that the City was the victim. Mr. Kisela stated that with Commission's concurrence, they wanted to delete 50/50. Commissioner Moore suggested that they use all three Congressmen available to help.

Mr. Kisela stated that he and Mr. Stewart were going to meet next Friday in Atlanta with the EPA and they would reach out to all three Congressmen. He explained that in the past Congressman Shaw had written letters in support. Mr. Kisela further stated that regarding remediation, they were going back to where they were in 1999. He explained they would attempt to get the \$1.3 Million that they had spent out-of-pocket.

III-B – Advisory Board Vacancies

FPL Citizens Advisory Committee

Mayor Naugle wished to appoint Clare Vickery in place of Jack Kuhn who had stopped coming to meetings.

Mayor Naugle stated that he felt this committee should become permanent.

Action: Formal action to be taken at regular meeting.

Northwest Progresso Flagler Heights Redevelopment Board

Commissioner Hutchinson stated she wanted to appoint Gino Jamison for the Northwest Progresso Flagler Heights Redevelopment.

Action: Formal action to be taken at regular meeting.

Marine Advisory Board

Commissioner Moore stated that he wanted to appoint Randy Dunlap to the Marine Advisory Board.

Action: Formal action to be taken at regular meeting.

Community Services Board

Commissioner Katz stated that she wanted to appoint Leah Glickfield to the Community Services Board.

Action: Formal action to be taken at regular meeting.

Parks, Recreation and Beaches Advisory Board

Commissioner Smith stated that he wanted to appoint Bob Hoysgaard to Parks, Recreation and Beaches Advisory Board.

Action: Formal action to be taken at regular meeting.

IV - Commission Conference Reports

FPL Citizens Advisory Committee

Commissioner Smith stated that they had received a letter from Ted Fling regarding whether the FPL Committee would still be functioning after December.

Mayor Naugle and Commissioner Hutchinson supported having this committee as a permanent advisory board.

Commissioner Smith suggested calling it a Utility Committee to deal with the other franchises.

Action: Ordinance be agendaed to change to a permanent Advisory Board to meet monthly.

Walk-As-One Event

Commissioner Katz stated that the event was successful, but she was disappointed in the cultural diversity event which was to be held after the walk. It had not been publicized properly.

Mr. Bentley suggested that the event could possibly be held the evening before which would then generate excitement for the following day's activities. It was also suggested that entertainment could be provided.

Parking for Redevelopment/Re-Use of Buildings

Commissioner Katz stated that as redevelopment occurs the older buildings had certain designated parking, and when a new use tried to come in, the required parking could not be met. She felt this should not keep happening since it would discourage redevelopment.

Commissioner Smith asked if they could use a parking reduction system. Commissioner Katz stated that they could not do shared parking, and she felt this issue should be reviewed throughout the City.

Cecelia Hollar, Director of Construction Services, stated the issue was how to re-use existing older buildings, so a better use could come in without impacting the customer or the neighborhood. As part of their overall strategy, Ms. Hollar stated they were reviewing all processes. She explained that presently changes were being made to the administrative review, and a review was being done in connection with the DRC process.

Commissioner Moore remarked that he was also concerned that if the re-use was changed and it turned out to be a negative situation for parking, what could be done. He suggested that in redevelopment there be a sharing in garaging cars and a common area established for parking.

Action: Agenda report to Commission on January 7, 2003.

Downtown Master Plan Funding

Commissioner Katz stated that Bruce Chatterton, Planning and Zoning Services Manager, was going to the DDA on November 14th to ask for financial assistance, and she suggested they discuss what could be offered to them in return.

Mayor Naugle suggested that they all make calls to the Board. Commissioner Katz suggested the DDA partner with the Commission, and possibly have additional individuals from the DDA appointed to the Steering Committee.

Action: City Commission to contact Board members.

Holiday Decorations

Commissioner Moore asked that the City update their holiday decorations. He stated that he was envious of Plantation's decorations, and he felt they should discuss this matter with the DDA. He suggested that businesses be asked to possibly contribute. He continued stating that Plantation used their tax dollars to fund their decorations and the major corridors had a theme for the holidays.

Commissioner Katz suggested money be set aside in next year's budget for the decorations, and this year possibly the merchants would participate. Commissioner Hutchinson felt they should start with the Riverwalk. Commissioner Moore stated that he felt Broward Boulevard should be decorated since it was the entrance to the City.

Mayor Naugle remarked that the Museum of Art was doing the Festival of Trees.

Action: Agenda recommendation at the Conference meeting on November 19, 2002.

Martin Luther King Committee

Commissioner Moore stated they appreciated the appointments that had been made and urged everyone to attend the meetings.

Action: None.

African-American Research Library

Commissioner Moore encouraged everyone to attend the "Grand Opening."

Action: None.

ABC Primetime News

Commissioner Hutchinson stated that ABC finished their filming, and thanked Chiefs Latin and Roberts for their cooperation. She stated that the show would air on November 21, 2002 at 10:00 p.m.

Action: None.

International Boat Show

Mayor Naugle thanked staff and the department heads for all their work regarding the Boat Show. He felt this was the best one ever held and that it broke all records.

Mr. Bentley stated that he was impressed how the show had grown over the years.

Mayor Naugle also reported that the Fire Marshal had approved the new Convention Center. Commissioner Katz stated that shuttles had been used to move the people around more efficiently. Mayor Naugle stated that they had also used the Jungle Queen and various other boats to shuttle the people free which eliminated a lot of additional vehicles on the streets.

Action: None.

Blues Festival

Commissioner Moore commented that the Blues Festival was a great success.

Action: None.

New York City Bond Ratings

Mr. Bentley stated that they had gone to New York City for the bond ratings and that both Moodys and Standard and Poors re-rated the City, and the City had kept the same ratings, which were AA 2 and AA Stable. Copies would be distributed to the Commission.

Action: None.

Shuttle Buses

Mr. Bentley stated that they had lost seven buses due to vandalism and the operator was very responsive in attempting to bring in other vehicles.

Action: Report to be provided.

City Park Garage

Mr. Bentley stated that renovation began at the City Park Garage and some of the walls had collapsed.

Mayor Naugle asked if the architect and builder could be held responsible. Mr. Bentley stated they were investigating the situation, and would provide a report to the Commission the following week.

Conference meeting adjourned at 5:29 p.m.

Note: A mechanical recording has been made of the foregoing proceedings of which these minutes are a part, and is on file in the office of the City Clerk for a period of two years.